

F. A. WADLEIGH TAKES CHARGE

Major Hooper on a Long Vacation.

Will Be Away From the Rio Grande Office for Six Months.

This Places New Assistant General Passenger Agent at the Head of the Department From Start.

Frank A. Wadleigh starts right away at the head of the passenger department of the Denver & Rio Grande, although his title is that of assistant general passenger and ticket agent. Major S. R. Hooper, who is the general passenger and ticket agent of the system, including the Denver & Rio Grande, the Rio Grande Southern and Rio Grande Western, has been granted a leave of absence for six months, during which time he will travel extensively, while the passenger department will be in the personal hands of Mr. Wadleigh. Mr. Hooper has served the Rio Grande in his present capacity for over twenty years, without a break, and he certainly deserves a promotion. This news will be rather surprising to Salt Lake. It had been expected that Mr. Wadleigh would eventually be in charge of the department, but that he should step at once into direct charge of the department is a bit of good news which will be read with pleasure by his Utah friends.

WORK TO COMMENCE.

Goldfield Will Soon Have Tonopah Railway.

The survey for the Goldfield extension of the Tonopah railway have been completed, and as soon as the material is secured the track will be laid. Already it is said, the contract for the work has been let and that grading will soon commence.

Goldfield people claim that as soon as the survey is completed, the material will be secured and that a permanent camp that a road will be run to that point.

Gould as Railroad Builder.

Vice-President C. S. Clarke of the Missouri Pacific returned to St. Louis headquarters recently from an inspection tour over the Southern lines. General Manager Sullivan will return to headquarters today. Mr. Clarke says: "Speaking advisedly, I believe that future generations will recognize in George J. Gould one of the most far-sighted railroad builders the country has produced. He has traversed the great West, the great American storehouse, with his low-grade lines, and has practically brought the great granaries of the West to the doors of the Gulf States. There has not been a moment in the last ten years when Mr. Gould has not been right in the situation, and now he is about to see the end of his great work. Mr. Gould has been assisted by some of the greatest railroad men in the country, but his was the brain which conceived the work and to him is due the credit. This one thing stamps him as a brainy man."—Globe Democrat.

Western Canada's Future.

MINNEAPOLIS, Minn., Sept. 26.—In looking at the map of Western Canada one is struck by the blank aspect it has compared with that of the United States. It is due to the absence of an extensive network of railway lines. The Province of Manitoba is quite dark with railways, but the territories which make up by far the larger part of the habitable area of Western Canada show comparatively few lines. When it is recalled that Manitoba, Alberta, Saskatchewan and all of which are suitable to agriculture, have an area of nearly 400,000 square miles, it becomes plain that there is an immense future for railway building in this new country.

Railroad Notes.

The weather threatens a change at the end of this week, so that grading will stop.

The week opens with grading on the Rio Grande branch in Idaho. The Rio Grande ballasting for this year is practically completed. Grading for all the sidings, bank widening and main line construction on the Salt Lake route is well in hand. The roundhouse in this city has the walls half way up, and 100 men are now working at the North Salt Lake yards.

The Sacramento division shows poor management, and it would not be at all surprising to see Mr. Hancock attend to that division the first thing.

All the steel for the Salt Lake is on hand, and no delay will result in this matter. The old steel between Lyn Junction and Urada is being quickly relaid.

T. M. Baird is now on the Utah division of the Salt Lake Route, between this city and Caliente, in charge of improvement work.

Masked Men Hold Up Bartender.

PORTLAND, Or., Nov. 6.—The saloon of McCarthy at 221 Albina avenue was held up tonight by three masked men, who compelled Bartender John Clark to open the safe and cash register, and robbed four patrons who were in the place. The robbers secured but \$200 in the neighborhood, was severely kicked and beaten by the robbers as they left the place.

Do you know where to bestow your good will?

Are we friends?

Your good will is your money if you don't like it.

ALL DOCTORS

who have given Munyon's Paw-Paw Tonic a trial say that it is one of the most important and valuable medical discoveries of the century. Many of the leading doctors of America regularly prescribe Munyon's Paw-Paw Tonic and Paw-Paw Pills for their patients.



Munyon's Witch Hazel Soap will make the skin soft as velvet. It is the purest soap made. Avoid imitations. For sale everywhere.

WIRE CARRIED DEATH TO THIEF

Amateur Burglar Dies On Roof.

Was Attempting to Effect Entrance into a Bank.

Prominent Society Man Perishes While Engaged in a Burglary in Alabama.

MONTGOMERY, Ala., Nov. 4.—That the wages of sin is death was never better exemplified than in the case of James H. Hendricks, a young man well known in fashionable society of Montgomery, who was found dead on the roof of the front veranda of the American National Bank building a few days ago. He had been killed by contact with an electric light wire leading to the arc light in the main room of the bank. A full set of burglar tools was found near by.

The dead man lay on the roof near the edge, a pair of unbuttoned pants on the ground just below him, indicating that he had met death while trying to cut the wire. He had received 450 volts directly through his body. A stick of dynamite was in the outside pocket of the dead man's coat, with a pistol and gunpowder. The only mark on the body was a small black spot inside the right hand, made, it is supposed, by the deadly electric fluid.

Dead Man in Military Dress.

The dead man had on a military coat, a pair of light shoes, a small black cap and a blue shirt. All these things, says the shirt, belonged to other members of the Montgomery Greys, with which he was identified. The civilian suit of young Hendricks, the dead man, was found in his locker at the Greys' armory. At the back of the building, suspended by a piece of rope brought from the armory of the Greys, were the burglar's tools. Close by were a blanket and a heavy comforter.

The supposition is that there were two men plotting to rob the bank. They went back to the rear of the building, and found that there might be a chance to enter at that point. One remained there, while the other went forward to cut wires and put out the light in the main room of the building, which shed a bright light on the safe near the front window. It is thought that when no one returned after the light was extinguished the man waiting in the rear came forward, saw the body of Hendricks and fled.

Popular and Had Money.

Hendricks has always been one of the popular young men of the city. He has had a host of friends and made money enough to keep him comfortably. His relatives are well-to-do, and there was apparently no reason for him to turn thief. He had called only last Sunday night on some young woman in company with Arthur Tyson, a clerk in the bank, where he was found dead this morning.

The dynamite found on the person of Hendricks was sufficient in quantity to have blown up the building in which the bank is located, if it had been placed in the door of the safe.

It is quite likely that not only the door would have been blown open, but the building itself would have been blown to pieces. The cracksmen killed as well. The burglar's tools were new. They consisted of a brace and bit, an instrument used in the boring of oil wells, and a combination of saws, and a number of smaller instruments.

Friends of Hendricks profess to believe he was a victim of foul play—that he was killed and placed on the roof where his body was found. Their theory is that some one was trying to get into the bank and was discovered by Hendricks, and that to save the criminals he was killed and his body placed in a position to divert suspicion from themselves.

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Home Treatment Course. Write for free symptom list if you cannot call. Consultation Free.

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Like SHORES KNOW THEY CAN CURE AND DO CURE PRIVATE DISEASES IN BOTH SEXES PERMANENTLY, and to PROVE their skill, in this case or otherwise, they treat and cure such cases before the patient is required to pay Dr. Shores one dollar. Or those who prefer may pay the fee in small weekly or monthly installments as the cure progresses. This HONEST PLAN OF DEALING WITH THE AFFLICTED, deals a death blow to the quack and fakir who demands all Cash, in exchange for empty promises. Did you ever hear of a fakir refunding a Ninety-nine of so called "WEAKNESSES OF MEN" and simply the result of enlarged or inflamed "PROSTATE GLANDS"—Dr. Shores' LOCAL TREATMENT FOR such cases, INvariably CURES—ask other Doctors how many cases they cure under the old and useless plan of GONORRHOEA, SYPHILIS, VARICOCELE and kindred troubles, in less time and for less money, than any institution in the West, every case is confidential—we never use a name or betray a secret. Consultation, Examination and Advice FREE by mail or at the office.

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The Lagoon Road

Salt Lake & Ogden Railway.

Time Table in Effect Sept. 6, 1904.

LEAVE SALT LAKE, 6:30 and 9 a.m. 1:30 and 3:30 p.m.

LEAVE OGDEN, 7:30 and 10 a.m. 4:30 and 6:30 p.m.

Extra trains at 11 a.m. and 1:30 p.m. on Sundays and holidays.

A. D. PIERSON, Gen'l Pass. Agt. J. B. BEAN, Excursion Agt. OFFICE, 161 MAIN ST.

DENVER & RIO GRANDE

THE DENVER & RIO GRANDE WESTERN

In Effect October 9, 1904.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysville 8:00 a.m.

No. 12—For Park City 8:15 a.m.

No. 6—For Denver and East 8:30 a.m.

No. 5—For Ogden and West 8:30 a.m.

No. 1—For Ogden and West 1:45 p.m.

No. 2—For Denver and East 1:45 p.m.

No. 8—For Provo and Marysville 2:00 p.m.

No. 11—For Ogden and local pts. 2:00 p.m.

No. 4—For Denver and East 2:00 p.m.

No. 3—For Ogden and West 2:00 p.m.

No. 12—For Bingham 2:30 p.m.

No. 11—For Bingham 2:30 p.m.

ARRIVE AT SALT LAKE CITY.

No. 6—From Ogden and the East 2:40 a.m.

No. 12—From Ogden and local points 2:40 a.m.

No. 2—From Eureka and Provo 2:40 a.m.

No. 5—From Denver and East 10:40 a.m.

No. 1—From Denver and East 1:45 p.m.

No. 2—From Ogden and West 1:45 p.m.

No. 10—From Park City 5:15 p.m.

No. 8—From Heber, Provo and Marysville 5:30 p.m.

No. 4—From Ogden and the West 7:05 p.m.

No. 3—From Denver and East 11:20 p.m.

No. 11—From Bingham 10:20 p.m.

No. 12—From Bingham 10:20 p.m.

All trains except Nos. 1 to 6 stop at intermediate points.

Ticket office, Dooly block. Phone 255.

L. A. BENTON, G. A. P. D.

TIME TABLE.

San Pedro, Los Angeles & Salt Lake R. R. Co. DEPART.

From Oregon Short Line depot, Salt Lake City:

For Provo, Lehi, Fairfield and Neph. Manti and points on Sanpete Valley Ry. 7:30 a.m.

For Garfield Beach, Tooele, Stockton, Mammoth, Eureka, and Silver City 8:00 a.m.

For Provo, American Fork, Lehi, Juab, Milford, Panguitch, Caliente and intermediate points 8:05 p.m.

ARRIVE.

From Provo, American Fork, Lehi, Juab, Milford, Panguitch, Caliente and intermediate points 9:35 a.m.

From Provo, Lehi, Fairfield, Neph. Manti and Sanpete Valley Ry. points 5:35 p.m.

From Silver City, Mammoth, Eureka, Stockton, Tooele and Garfield Beach 5:35 p.m.

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